زندگی پیاده، راهبرد نوسازی شهری
پیاده راه به مثاله بام سبز

(صفحه 1)

(صفحه 2)

(صفحه 3)
استفاده با راهکارهای طراحی
1. نزدیکی و تنوش در فضای سبز
طراحان در این میزبان و علت دو طرف، با اجاق به‌های زیبا و طرح کاشت مناسب، و تنوش فضاهای شهری درختان، آرامش را در ابعاد فضاهای سبز تولید کرده و از این پارک‌ها استفاده می‌کنند.

2. تنویع کاربری و فعالیت‌ها برای مخاطبان مختلف
در این میزبان، نقشه‌های مختلف این میزبان در یکجا، توسط یک میزبان ایجاد می‌شود. در نهایت، فضاهای سبز برای جهت‌های مختلف استفاده می‌شوند.

جمع‌بندی
به دلیل طراحی عجیب و زیبایی‌های مرکزی، مناسب برای این میزبان، جدید و ایمن هرگونه سبزی‌زاری، یادآوری کارآیی‌های رسانه‌های صنعتی و حضور کاربران در محیط برای نشان‌دهنده جایگاه یکی از مسائل اصلی بستری نمی‌گردد.

Pic1: The Rose Kennedy Greenway is a curvilinear park with roughly 2.4 km long intended to stitch together the various neighborhoods surrounding downtown Boston that were physically divided for 50 years by the elevated Central Highway. This pedestrian is consisted of 4 parks that begin from Chinatown in the south and continues to the North End Park. Source: www.rosekennedygreenway.org
تصویر ۴: به دلیل مصرف طرح‌های پرگذاره‌های مرکزی، هرج و مرگ ناشی از تردد و سایت تلفیقی ویژه افراد نزدیک حاصل از آن به‌المثلی درون مشکل شهر تبدیل شده. متصدی www.china-up.com ماه ۹۵.

تصویر ۳: شرایط مرکزی یک پرگذاره هوایی راکد ساخته شده در ۱۹۶۱ که قاب‌چسبی قرار داده‌اند. بیش از ۲۰۰۰ نفر از ساکنان وارد و محصول پوپ‌وری شاپینگ‌های اصلی نمایند. www.flickr.com ماه ۹۲.

تصویر ۵: Central highway, a highway built in 1951 that can move more than 20000 residents per a day is the product of transport foundation in 1940. Source: www.flickr.com
Pic5: The tunnel, with the capacity of 245,000 vehicles per day, was introduced as the largest and most complex underground project in the United States which consequently moved the traffic under the ground. Source: www.flickr.com

Pic6: The result of urban renewal in Boston that could provide a sense of satisfaction for citizens was performed by comparing 2002 and 2007 with the aim of reducing crowd and increasing mobility and urban green space. Source: www.top5pedia.com
Pics 7 & 8: Experience of a quiet space in busy urban environments by creating beautiful gardens, appropriate planting and extraordinary variety of trees, is the greenways designers gift to the citizens. Source: www.flickr.com

Pic 9: Rose Kennedy Greenway acts as a green roof that protects the concrete tunnel and provides vehicular transportation. Source: www.flickr.com

Pic 10: Attracting children in the greenway with giant splashing fountains, increases the attractiveness of this pedestrian and makes it the best spot in the city. Source: www.flickr.com
Pedestrian life, a New Urban Renovation Strategy

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Regarding the poor design of the Central Highway in Boston, consisting of six directions, a large number of ramps and absence of any detour the heavy traffic has become a major problem in the city. In order to reduce the traffic and air pollution in the city of Boston, the Central Highway became a pedestrian walkway (Rose Kennedy green way) that acts as a green roof and vehicular transportation was conducted under the ground.

This project is one of the successful projects that did not include the entire city and it was performed based on the existing potentials and objectives and specific rules and it was not a mixture of other urban environments. In fact a huge change has occurred in each period of city growth, especially during the renovation. As a result, today Boston is the product of the continuous topographic manipulation during the last two centuries. People no more describe it as “a desperate swampland” since the old neighborhoods connections and new urban constructions are quite balanced which brings a sense of presence in the past and present and eventually satisfaction.